



PRICE ONE CENT.

EVENING EDITION.

NEW YORK, TUESDAY, DECEMBER 20, 1887.

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## FOX SAYS A DRAW WITH DO.

DEMANDING THAT SMITH AND KILRAIN FIGHT TO A FINISH.

Cable Despatches to Which Answers are Expected To-Night-Sullivan is to be Tackled Next Within Six Months if Possible.—Mr. Fox Delighted with Kilrain—Congratulations From All Sides.

Richard K. Fox, of the Police Gazette, is the happiest man in New York to-day, and if he can arrange a fight to a finish between Kilrain and Sullivan his happiness will be complete. Congratulations are pouring in on him all day. Here are a few of them:

MANCHESTER, England, Dec. 20. Richard K. Fox: Good for you, I am delighted. You were George Washington.

JOHN M. BURKE. Mrs. Kate Kilrain telegraphs from New Bedford: I received your message. Was about crazy from joy. Thanks for kind words.

"Parson" Charles E. Davis from Chicago says: Accept my congratulations for the great showing Kate Kilrain made against the English champion. All honor to him and his backer.

Paddy Campbell, of Howard street, Boston, says: Do not match Kilrain against Sullivan for a year from now.

But Mr. Fox, while confident that Kilrain won the battle and is the better man, wants the matter settled beyond all doubt.

He dislikes draw fights and has determined to make Smith fight to a finish or quit. Here is what he cabled to London to-day:

To George W. Atkinson, Referee Kilrain-Smith Fight, London: Smith is a clean fighter, even to hand. Fight must be finished. If Smith refuses to fight, let him be punished. If he agrees to a finish fight, let him be punished.

And this cablegram was sent to his representative, William E. Harding:

Draw won't do. Men must meet to finish. If Smith refuses to fight, let him be punished. If he agrees to a finish fight, let him be punished.

To the despatches Mr. Fox expects answers to-night. He thinks Smith's backers are afraid to put their money on him now since they have seen the punishment he received, but whether Smith will agree to a finish fight is uncertain.

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## BORDER BAD MEN.

Wild Bill Was the King of Them All and Had Many Good Traits.

[From the Louisville Courier-Journal.] Unquestionably, the king of the "bad" men who infested the border was James B. Hefcock, better known as "Wild Bill." Pages and almost volumes have been written about him, mostly in laudatory vein. While, undoubtedly, he did not merit near all of these flattering titles, still there was some cause for sounding his praises. He certainly was a decided improvement over the general class of the border "killers." He was chivalrous, generous and possessed of many gentlemanly instincts, and had it not been for his fondness for drinking, gambling and killing people, he would have been a desirable addition to any community.

He said to his honor that he never harmed any one but that he was a lawbreaker and that he came in contact, and often then in defense of self or a friend.

At different times "Wild Bill" appeared at various Kansas towns that were then badly ridden, and almost invariably the authorities utilized his abilities as a pistol-wielder by appointing him Marshal.

Such was the case in the early days of Hays City, Kan., and from 1867 to 1870 he was appointed to this office so successfully that a great many of the toughs left town or were unable to do so by reason of having been the victims of direful retributions on themselves and the City Marshal.

In 1869 "Wild Bill" was a candidate for the office of Sheriff, but was defeated by James H. Smith. This disgusted him so much that he left Hays City, never to return. Soon after "Wild Bill" declared himself a lawbreaker and was appointed Marshal of Hays City. In Hays City one of the most dastardly specimens of personified devilishness that ever defiled a border town with his murderous presence.

This was Jim Curry, a desperado so thoroughly evil that the second time he was caught he was released on bail. He was a man who was not afraid to fight.

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## STRUGGLED WITH A BURGLAR.

HOW BRAVE MRS. RUSSELL, OF NORTH-BORO, MASS., DEFENDED HERSELF.

A Desperate Encounter in a Young Farmer's House—His Wife Surprised by a Masked Man in Broad Daylight—If You Speak a Word I'll Kill You.—No One to the Assault.

[SPECIAL TO THE WORLD.] MARLBORO, Mass., Dec. 20.—Northboro's breeze of excitement over the attempt at train wrecking Sunday night was added to yesterday afternoon by one of the most daring and atrocious assaults ever chronicled in these parts.

Walter Russell is a young farmer who, with his wife, lives on the outskirts of the town, not far from the Westboro line. Yesterday afternoon Mrs. Russell, who is about thirty-two years of age, was suddenly surprised by the entrance of a strange man, who was not seen until he stood by her side.

His appearance at once threw the woman into a severe fright. He was masked, having a large white cloth fastened to his hat. Through the cloth were two holes through which he might see.

His opening salutation was, "If you speak a word, I'll kill you."

Then he grabbed Mrs. Russell by both wrists and forced her across the room. Releasing her wrists, he tried to clasp her about the waist. Her fears gave her additional strength. She struggled long and with great vigor. Round and round the room they desperately fought, while furniture was upset, and all the time the attacked woman was exclaiming in strength in piteous cries for help, but there was no one within the sound of her voice.

The assailant then sought to conquer through more brutal measures, and he began to rummage and beat his victim, but to no purpose.

Bravely and vigorously she withstood the terrible pounding to which she was subjected. She was not hurt, and she was not injured. She was not hurt, and she was not injured.

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## JOHNNY MAY HAVE TO GO TO-NIGHT.

Leading Republicans Desirous of Bouncing O'Brien &amp; Co. on Night.

The Republican County Committee meets this evening. Col. S. U. R. Cruger will preside. It may be a very quiet meeting or it may turn out a stormy one.

The machine is not in the very best condition and there is great dissatisfaction over the leadership in many of the districts.

The committee that have been investigating the conduct of the bosses and the machines in the Eighth and Thirteenth Assembly districts have not finished their labors.

Johnny May, however, in preliminary reports there are numbers of prominent members of the party who are in favor of riding the organization of Johnny O'Brien, Barney Hourie and ex-Senator Gibbs without the usual formality.

The resignation of Charles H. Knox and ex-Civil Justice J. C. J. Langbein will probably be read at to-night's meeting. They have been accused of being Democrats, and the report of the Republican County Committee will be held by O'Brien, Gibbs & Co. refuse to resign and object to being bounced.

THE BIG RAFT LOST AT SEA.

In a Storm on Sunday the Towing Steamer Miranda was Parted from Her.

The big raft on its way here from Nova Scotia was lost near Newport shoals during a storm on Sunday morning.

The steamer Miranda, which had her in tow, came near being wrecked also, and got into Whitestone this morning in a badly damaged condition.

The raft consists of 30,000 pieces of spruce timber and is longer than the largest of our ocean steamers, drawing more water, and of about the same width. It is held together by a complex system of chains, and required nearly six months to get it prepared for starting.

When the immensity of the raft is considered, it can readily be seen why it was that the undertaking was so closely watched by the great lumber trade of this city.

The importance of the experiment will be appreciated by the outside public when it is learned that the steamer Miranda, which was carrying 100 tons.

The loss of the raft involves a very large sum of money.

THEY DID NOT OBEY THE ORDER.

And the Public Are Advised to Proceed Against the Company.

[SPECIAL TO THE WORLD.] ST. PAUL, Minn., Dec. 19.—About the 15th of November the Board of Railroad and Warehouse Commissioners issued a circular to the general managers of the Southern and Northern Pacific companies, notifying them to make a reduction in their passenger rates to 5 cents per mile. No attention having been paid to either the order or the rate made by the commission, the following circular has been prepared and addressed to the traveling public:

"Our information leads us to believe that the Southern Pacific Railroad Company intended to ignore the order, and the Southern and Northern Pacific companies, notifying them to make a reduction in their passenger rates to 5 cents per mile. No attention having been paid to either the order or the rate made by the commission, the following circular has been prepared and addressed to the traveling public:

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